



787
DREAMLINER™

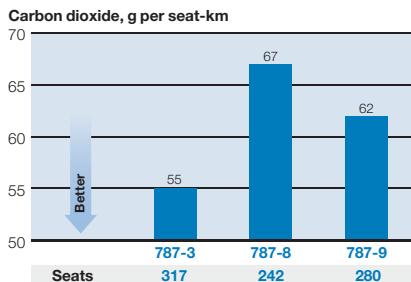
787 DREAMLINER

A NEW AIRPLANE FOR A NEW WORLD

Passengers around the world want more direct, nonstop flights and more schedule choices. The 787 Dreamliner flies farther, faster, and more efficiently to better serve passengers with the point-to-point routes and additional frequencies they prefer.

The 787 Dreamliner cabin captures the wide-open feel of the sky. The welcoming entryway leads into a wider, comfortable cabin with more spacious personal stowage. Large windows bring a view of the sky to every seat.

ENVIRONMENTAL PERFORMANCE



- 787-3 1,000-nmi (1,850-km), 787-8 and 787-9 6,000-nmi (11,110-km) trip
- Typical mission rules
- 787-3 two-class seating, 787-8 and 787-9 three-class seating

The 787 Dreamliner uses 20 percent less fuel than its competitors and is cleaner and quieter, with 20 percent fewer emissions and a 60 percent smaller noise footprint.

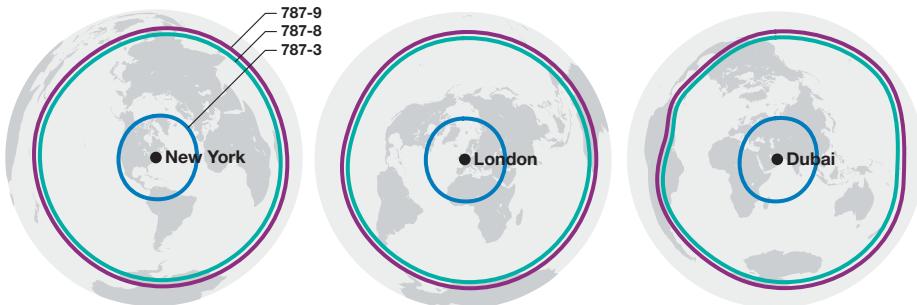
The 787 Dreamliner applies breakthrough technologies to an all-new airplane design, allowing it to perform more efficiently than any competing airplane. An innovative design optimizes aerodynamics and improves the airplane's performance. This new design includes advanced composite materials that are lighter, stronger, and resistant to corrosion,

thus reducing maintenance requirements and increasing fuel efficiency. Operating costs per passenger mile are 10 percent lower, and maintenance costs are 30 percent lower.

Advanced onboard systems improve efficiency and are easier to maintain.

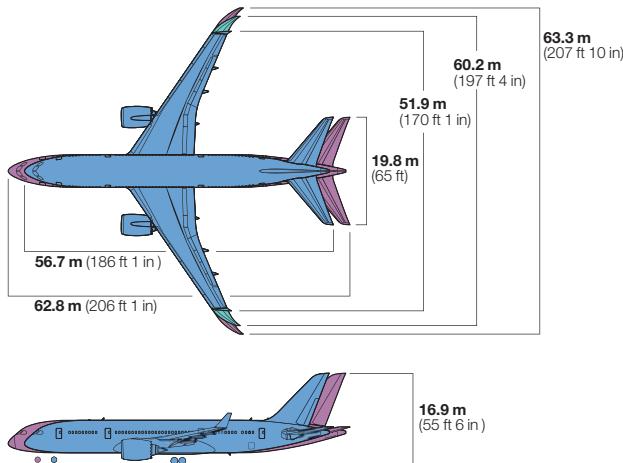
The 787 Dreamliner recaptures the magic of flight for passengers and offers airlines breakthrough economics for competitive success.

RANGE CAPABILITY

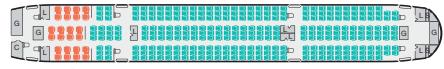
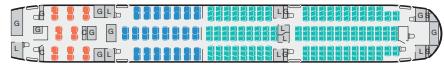
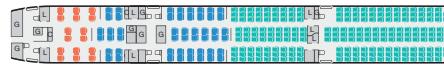


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DIMENSIONS



INTERIOR ARRANGEMENTS

| | | |
|--------------|--|--|
| 787-3 | 36-/32-in pitch | 317 passengers |
| | |  |
| 787-8 | 61-/39-/32-in pitch | 242 passengers |
| | Forward overhead crew rest Two berths and one seat | Overhead attendant rest Six berths |
| |  | |
| 787-9 | 61-/39-/32-in pitch | 280 passengers |
| | Forward overhead crew rest Two berths and one seat | Overhead attendant rest Six berths |
| |  | |

CHARACTERISTICS

| | 787-3 | 787-8 | 787-9 |
|------------------------------------|---|---|---|
| Maximum taxi weight | kg (lb) 166,015 (366,000) | kg (lb) 220,445 (486,000) | kg (lb) 245,845 (542,000) |
| Maximum takeoff weight | kg (lb) 165,110 (364,000) | kg (lb) 219,540 (484,000) | kg (lb) 244,940 (540,000) |
| Maximum landing weight | kg (lb) 161,025 (355,000) | kg (lb) 167,830 (370,000) | kg (lb) 190,510 (420,000) |
| Maximum zero fuel weight | kg (lb) 151,955 (335,000) | kg (lb) 156,490 (345,000) | kg (lb) 179,170 (395,000) |
| Typical three-class seating | 290–330^[1] | 210–250 | 250–290 |
| Lower hold volume | m ³ (ft ³) 124.5 (4,400) | m ³ (ft ³) 124.5 (4,400) | m ³ (ft ³) 153.0 (5,400) |
| Fuel capacity | L (U.S. gal) 41,640 (11,000) | L (U.S. gal) 126,810 (33,500) | L (U.S. gal) 126,810 (33,500) |
| Fuel consumed ^[2] | Liters per pass-100 km 2.6 | Liters per pass-100 km 2.6 | Liters per pass-100 km 2.4 |
| Design range (typical three-class) | nmi 2,500–3,050^[1] | nmi 7,650–8,200 | nmi 8,000–8,500 |

^[1] Two-class seating

^[2] 787-3 1,000-nmi (1,850-km), 787-8 and 787-9 6,000-nmi (11,110-km) trip



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